



~~July 17, 2007 CPC~~
~~August 21, 2007 CPC~~
September 18, 2007 CPC

STAFF'S
REQUEST ANALYSIS
AND
RECOMMENDATION

07TS0163

Andrew Gibb
(Queensgate)

Midlothian and Matoaca Magisterial Districts
South line of Coalfield Road

REQUEST: Tentative Subdivision plat approval.

PROPOSED USE:

The applicant is seeking tentative approval for a 125 lot subdivision located on approximately seventy-eight (78) acres within R-7, R-15 residential districts and O-2 corporate office district. This development is located on the south line of Coalfield Road and the north line of Lucks Lane.

RECOMMENDATION

Staff recommends approval of the request as submitted subject to the implementation of the items in the CONDITIONS AND REVIEW NOTES for the following reasons:

1. The tentative subdivision conforms to provisions of the Subdivision Ordinance.
2. Two (2) connections to Coalfield Road and one (1) additional connection to Abelway Drive will provide ample access for the 125 proposed units.

CONDITIONS AND REVIEW NOTES

1. All pertinent conditions of zoning Case 88SN0059 and schematic approval Case 05PS0144 shall apply to the lands within the limits of this tentative. (P)

2. The BMPs initial, predominant water-quality function shall be sediment control; the implementation of which shall be coordinated with the first portion of the project that drains in its direction. (EE)
3. Per Section 8-4 of the Erosion Control Ordinance, prior to the issuance of a Land Disturbance Permit, the Environmental Engineering Department shall require copies of applicable correspondence from the USACOE so that it may be determined that all wetlands permits have been received. (EE)
4. The pedestrian-access facilities design as shown on the tentative shall be included in the road and drainage plans that must be approved by both VDOT and the Environmental Engineering Department. Road right-of-way shall be wide enough to encompass the pedestrian-access facilities if the sidewalks meet State criteria. (EE)
5. Any timbering that is to occur as the first phase of infrastructure construction will be incorporated into the project's erosion-and-sediment control plan narrative and will not commence until the issuance of a land disturbance permit for subdivision construction and proper installation of erosion control measures. (EE)
6. The USACOE jurisdictional wetlands shall be shown on the construction plans and subdivision plat. (EE)
7. The 100-year floodplain surrounding the wetlands will be shown as field located on the construction plans and shall be re-field verified prior to the issuance of a building permit. A NBP shall be stipulated for the affected lots. (EE)
8. Prior to construction plan approval, the Environmental Engineering Department must have received documentation that the sub-divider or his representative has notified certain property owners determined by the Department of the proposed adjacent construction. (EE)
9. Building envelopes are shown on the tentative plan along with any other directed by the Environmental Engineering Department and shall be placed on the construction plans and subdivision plat. (EE)
10. Special Upper Swift Creek Watershed end treatment as directed by the Environmental Engineering Department will be placed in the vicinity of the terminus of manmade storm drainage outfalls. (EE)
11. The floodplain as shown on the approved construction plans and the recorded subdivision plat shall be the result of hydrologic and hydraulic engineering methods and assumptions which are approved by the Environmental Engineering Department. (EE)

12. The achievement of adequate surface drainage on lots will be the responsibility of the subdivider. The sale of lots does not absolve the subdivider from this responsibility prior to State acceptance of the streets and for a period of one (1) year after the streets are taken into the State system. (EE)
13. For those portions of the project which are located in the Watershed of the Swift Creek Reservoir, the Environmental Engineering Department may impose a more rigorous erosion and sediment control program than that which is provided by minimum standards found in the Virginia Erosion and Sediment Control Handbook. (EE)
14. Prior to recordation, the Environmental Engineering Department must have received notification from VDOT that improvements to the State road(s) into which this project intersects and which, have been authorized by an issued Land Use Permit, have been satisfactorily completed. (EE)
15. Unanticipated problems in the existing adjacent downstream developments, which in the opinion of the Environmental Engineering Department, are caused by increases in storm water runoff from the project shall be the responsibility of the subdivider. (EE)
16. Access to and from all existing developed parcels shall, at all times, be maintained. (EE)
17. Unless otherwise directed by the Environmental Engineering Department, and with prior notice to the affected property owner, the berming or its equivalent shall be reacquired as shown on the original construction plans for Queensmill Section L. (EE)
18. Unless otherwise directed by the Environmental Engineering Department, the storm drainage design for the project will direct no storm drainage from road rights of way into the wetlands at the rear of lots 102 and 103. (EE)
19. Unless otherwise directed by the Environmental Engineering Department, the storage volume created by the road embankment of Miners Trail Road downstream of the wetlands in lots 111 and 112 shall be utilized in the culvert design for the roadway in this location. (EE)
20. Unless otherwise directed by the Environmental Engineering Department, the existing paved channel shall be extended upstream through the almost 90 degree turn to a point deemed to have adequate containment capacity. Adequate additional free board depth for the water making the ninety (90) degree turn shall be provided. (EE)

21. All lots which include existing roads and wetlands to be removed shall be designated with a NBP requiring removal to the satisfaction of the Environmental Engineering Department prior to issuance of a building permit. (EE)
22. CBPA compliance for that portion of the project which is located within the Falling Creek Watershed will be by virtue of a payment of \$10,500 to the Environmental Engineering Department made payable to the Treasurer of Chesterfield County prior to recordation. (EE)
23. The ditch along Coalfield Road shall be relocated across the entire property frontage to provide an adequate shoulder in conjunction with road construction of the first section of this tentative. (T)
24. If the proposed berm is approved by the Planning Commission, the location of the existing and proposed berm shall be shown on the tentative plan. The specific details relative to the design of the berm shall be approved by the Transportation Department at time of construction plan review. (T)
25. Lot density may be increased to 125 units depending on the outcome of a vesting determination by the Director of Planning. Vesting determination must be submitted by written request. (EE)

REVIEW NOTES

- A. The Environmental Engineering policy in the Nuttree Creek Watershed for pre development 2, 10 and 100 year storm discharges to be maintained during their corresponding 2, 10 and 100 year post development storms will be considered to be complied with due to the fact that the portion of the project within the Nuttree Creek Watershed drains through Centerpointe Lake. (EE)
- B. The Director of Environmental Engineering, as a part of the tentative approval process, has granted a CBPA approval to allow Queensgate Subdivision (Falling Creek Watershed) to achieve water quality compliance via the Walton Lake BMP. (2.56#s). (EE)
- C. All improvements to existing transportation facilities required as a result of the impact of this project shall be the responsibility of the developer. Approval of detailed construction plans is a prerequisite to issuance of a land use permit allowing access onto and construction within state maintained rights of way. It should be noted that plan approval at this time does not preclude the imposition of additional requirements at construction plan review. (VDOT)
- D. Any requirements of the subdivision ordinance adopted by Chesterfield County that are equal to or greater than 2005 SSR provisions including listing of documents incorporated in 24 VAC 30-91-160 are VDOT requirements in

Chesterfield County and govern unless Chesterfield County concurs with an exception to their higher standards. (VDOT)

- E. All right of way widths as shown are preliminary and should be so noted. Actual widths shall be determined by roadway design as stipulated in Appendix B of the 2005 Subdivision Street Requirements (SSR). (VDOT)
 - F. The design of any/all proposed landscape embellishments (i.e., landscaping, hardscaping, signage, lighting, irrigation, fencing, etc.) to be installed within state maintained rights of way must be submitted to VDOT for review as separate submittal under Permit Process. VDOT approval of said plan shall be granted prior to installation. Failure to comply with these requirements may result in the removal of said embellishments prior to state acceptance. (VDOT)
 - G. All roads are to be designed and constructed per current VDOT standards and specifications. (VDOT)
 - H. The construction of transportation improvements on roadways which are defined as arterials or collectors in Chesterfield County's Thoroughfare Plan, and all internal roads require the implementation of a comprehensive inspection program to insure compliance with VDOT standards and specifications. Inspection services shall be provided utilizing one of the following options:
 - a. The applicant may retain the services of a licensed geotechnical engineer to perform the required inspection and testing, or,
 - b. The applicant may request that VDOT provide inspection services through the establishment of an accounts receivable with the contractor responsible for providing all required material testing.
- Either option a or b may be used for each category of road at the preference of the developer. (VDOT)
- I. The design of private entrance access along curb and gutter streets shall be in accordance with Appendix B of the 2005 SSR. (VDOT)
 - J. The design of private road access along roadside ditch streets shall be in accordance with Minimum Standards of Entrances to State Highway. (VDOT)
 - K. A VDOT land use permit for any and all required transportation improvements on Coalfield Road and Lucks Lane shall be satisfactorily completed prior to recordation of any lots within this subdivision. (VDOT)
 - L. VDOT standard (based on current roadway functional classification) roadway and pavement widening with shoulders and ditch lines should be provided along the limits of development on Coalfield Road and Miners Trail Road to which

connections are to be made to accommodate safe and efficient vehicular movements on Coalfield Road and Miners Trail Road. (VDOT)

- M. VDOT standard (based on current roadway functional classification) roadway and pavement widening and pavement design improvement should be provided on Abelway Drive to which connections are to be made to accommodate safe and efficient vehicular movements on Abelway Drive in the access of 430 VPD. (VDOT)
- N. The design and construction of any pedestrian facilities for the proposed VDOT maintenance shall be in accordance with Appendix B of the 2005 SSR. (VDOT)
- O. Only one (1) curb and gutter design may be used along the length of a street, as per 24VAC 30-91-110. (VDOT)
- P. Adequacy analysis for all drainage local and ultimate outfalls within state maintained right-of-way shall be demonstrated on construction plans, according to criteria outlined by VDOT Drainage Design Manual. (VDOT)
- Q. Tentative plans will be sent to Central Office Asset Management Division for detail review of work within limited access right-of-way. Additional comments may follow. (VDOT)
- R. Ensure that only existing storm sewer are shown on tentative plans. All proposed work within the limited access right-of-way shall be covered by separate permit, approved by Central Office. (VDOT)
- S. Hydrant requirements and locations shown on the tentative plan may not be acceptable. Hydrant(s) required and their location will be evaluated at the time of construction plan review. (F)
- T. When submitting the construction plans, provide an additional copy to go to the Fire Department for review. (F)
- U. It will be the responsibility of the sub-divider to make certain, by whatever means necessary, (i.e., on-site water line looping or off-site water line extensions, etc.) that the proposed project, as well as the pressure zone the project is located within, complies with the Chesterfield County Fire Department's required fire flow of 1000 gpm at 20 psi residual. (U)
- V. This office may require redesign or modifications to the proposed sewer layout, as shown on the tentative plan, once the field work and final design has been completed by the engineer and shown on initial construction plan submittal for review and approval. (U)

- W. Approval of the tentative subdivision is not an approval of the water and/or sewer layout as shown on the subdivider's tentative subdivision plat. The review of the tentative water/sewer layout is being performed to identify any potential controversial problems and to integrate the Department of Utilities' recommendations as set forth in the latest water/sewer facilities plan in an effort to facilitate a much smoother review of the final design of each section. The subdivider understands that as the final details of each development section are reviewed, the Utilities Department may require changes to the original layout as deemed in the best interest of the County, which ultimately benefits the Department's customers as users of public water/sewer systems. (U)
- X. All proffered conditions relating to house size, materials or architecture shall be shown on the final check and record plats. (P)
- Y. A Homeowners Association per Section 19-559 is required to maintain the common areas. The final check and record plat shall note the responsibilities of the HOA. Documents for the HOA shall be submitted with the final check plat. (P)
- Z. Buffers shall comply with Section 17-70. (P)
- AA. Compliance with Section 17-76 shall be maintained at all times. (F)
- BB. Standard conditions. (P)

GENERAL INFORMATION

Applicant/Owner:

Andrew J. Gibb, CCIM, SIOR

Location:

Fronting approximately 2,500 feet on the south line of Coalfield Road, also fronting approximately 2,500 feet on the north line of Lucks Lane. Tax IDs 727-698-7803; 728-697-2424; 729-696-0058; and 731-696-2505 (Sheets 9 and 10).

Existing Zoning and Land Use:

R-7 and O-2 (CUPD); Vacant

Size:

77.55 acres

Adjacent Zoning and Land Use:

North - R-9 and R-15; Single family residential
South - R-7 and O-2 (CUPD); Lucks Lane
East - R-15 and R-7; Single family residential
West - R-7 and O-2 (CUPD); Route 288

BACKGROUND

On July 25, 1990, the Board of Supervisors, upon favorable recommendation by the Planning Commission, approved an amendment to a Conditional Use Planned Development (Case 86S025) to permit use and bulk exceptions on a 948 acre property zoned Residential (R-15), Residential (R-7), Office Business (O) and Community Business (B-2) (Case 88SN0059). A mixed use development, to include residential, office, commercial, industrial and public/semi-public uses was planned. The subject property was included within the limits of that case.

The approved master plan for Case 88SN0059 permitted a mix of commercial, office and residential uses of various densities. (Attachment 1) This flexibility required schematic plan approval to establish the location of specific types and to ensure appropriate land use transition and compliance with zoning conditions. Specifically, conditions required that single family development located on Tracts 10A and 10B comply with Residential (R-15) standards of the Ordinance.

Subsequently, on June 21, 2005, the Planning Commission approved a schematic plan for this development (Case 05PS0144). The approval of the tentative plat has been referred to the Planning Commission because a specific condition for development of this property (Residential Tracts 10A and 10B) required Planning Commission review and approval. (Attachment 2) This condition read as follows:

“The tentative subdivision plan for development of Tracts 10A and 10B shall be submitted to the Planning Commission for the purpose of evaluating and mitigating the traffic impact of the residential development on Queensmill Subdivision”.

Staff has reviewed the plan relative to permissible densities, relative zoning conditions, environmental issues, utilities and traffic impacts. Queensmill residents raised concerns regarding the traffic impact from this development to existing roads within Queensmill Subdivision.

When Queensmill Subdivision was developed in the early 1980s, the county had a general policy that projected traffic volumes on subdivision streets should not exceed 3,000 vehicles per day (VPD). In January 1989, the Planning Commission adopted a Stub Road Policy to be used as a guide for review of tentative subdivisions. The Policy suggests that streets projected to carry

approximately 1,500 VPD or greater should generally be designed and constructed as a “no lot” frontage street. The Policy further states that direct lot frontage may be permitted by the Director of Planning on streets projected to carry between 1,500 and 2,000 VPD under certain conditions. The 125 single family lots in the proposed Queensgate Subdivision are estimated to generate approximately 1,275 average daily trips (ADT). The new subdivision streets in this development are not projected to exceed 1,500 VPD. However, some existing streets in Queensmill Subdivision, Queensgate Road and Lady Ashley Road currently have traffic volumes above 1,500 VPD and are expected to increase with the development of the Queensgate Subdivision and as other developments occur in this area.

Based on the Queensgate Tentative Subdivision Plat, staff assumed a regional distribution of the traffic that is anticipated to be generated by this development onto the streets in Queensmill Subdivision (Attachments 3 and 4). Based on staff’s analysis, below is the anticipated traffic volumes projected for various streets.

<u>Road Segment</u>	<u>Increase VPD</u>	<u>Resultant VPD</u>
Coalfield Rd just north of the proposed Queensgate Subdivision	380	3,142
Prince William Dr at Coalfield Rd	285	1,215
Queensgate Rd between Coalfield & Kingscross	500	2,384
Kingscross Rd between Queensgate & Lady Ashley	460	1,602
Lady Ashley Rd between Queensgate & Walton Bluff	575	2,915
Abelway (stub road right-of-way)	105	105

It should be noted that the actual traffic impact as a result of the proposed subdivision on the streets in Queensmill Subdivision may be more or less than anticipated by staff.

Section 17-70 (d) of the Subdivision Ordinance states:

“a setback distance of 200 feet exclusive of required yards from the right-of-way of limited access facilities unless a noise study demonstrates that a lesser distance is acceptable as approved by the Director of Transportation. The Subdivision Ordinance also states natural vegetation shall be retained with in the setback area unless removal is required to install noise attenuation measures or is approved by the Planning Commission.”

The applicant proposes to reduce the 200 foot setback to 150 foot and construct a fifteen (15) foot high berm for noise attenuation within the limits of the proposed development and adjacent to Route 288 mainline right-of-way. This berm will extend from the terminus of the existing berm, that was constructed with the Route 288 project, to the northern property line. In addition, a fifty (50) foot setback is proposed along the limited access interchange right-of-way on Lucks Lane for a portion of lot 111 and all of lots 112 through 124 and a 100 foot setback for lots 102 through 110, and a portion of lot 111. Staff consulted with the Virginia Department of Transportation (VDOT) Environmental Division regarding noise abatement and the applicant’s proposal. Staff recommends approval of the proposed noise setback along Route 288 as presented on the tentative subdivision plat.

Mitigating road improvements recommended for this development are: 1) construction of a right turn lane for southbound traffic on Coalfield Road at Queensgate; and 2) relocation of the ditch on Coalfield Road along the entire property frontage to provide an adequate shoulder. The aforementioned is included as Conditions of tentative approval.

CONCLUSION

The tentative complies with all aspects of the Subdivision Ordinance. The tentative approval should be subject to the implementation of the items contained in the Conditions and Review Notes section of this report.

CASE HISTORY

Planning Commission Meeting (7/17/07):

The Planning Commission deferred this case to the August 21, 2007, hearing.

Planning Commission Meeting (8/21/07):

The Planning Commission deferred this case to the September 18, 2007, hearing.



07TS0163
QUEENS GATE

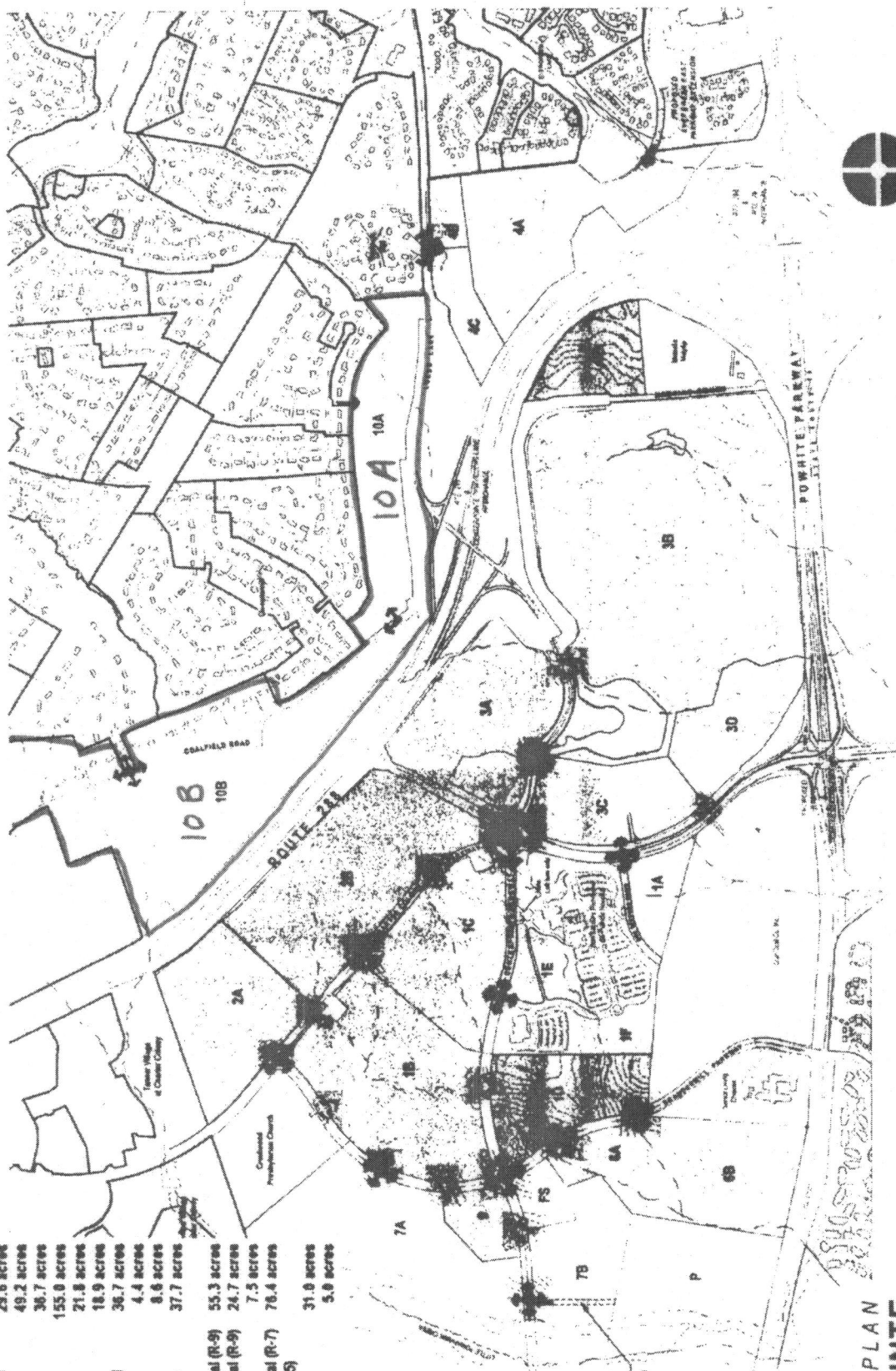


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- 1A C-1 Non-residential 8.8 acres
- 1B C-4 Non-residential 46.7 acres
- 1C C-4 Non-residential 29.8 acres
- 1D C-4 Non-residential 22.3 acres
- 1E C-4 Non-residential 7.61 acres
- 1F C-4 Non-residential 8.55 acres
- 2A M.U. Family Residential 29.6 acres
- 2B C-4 Non-residential 49.2 acres
- 3A C-4 Non-residential 36.7 acres
- 3B C-4 Non-residential 155.0 acres
- 3C C-4 Non-residential 21.8 acres
- 3D C-4 Non-residential 18.9 acres
- 4A M.U. Family Residential 36.7 acres
- 4B C-4 Non-residential 4.4 acres
- 4C C-4 Non-residential 8.6 acres
- 6A-8 M.U. Family - Zero Lot - 37.7 acres
- 7A Single Family Residential (R-9) 55.3 acres
- 7B Single Family Residential (R-9) 24.7 acres
- 9 C-2 Non-residential 7.5 acres
- 10A-8 Single Family Residential (R-7) 76.4 acres
- P Public Use 31.0 acres
- FS Forest 5.0 acres

Field Notes
Right-of-Way Only



05P50/44-1

SCHEMATIC PLAN
CENTERPOINTE
Chesterfield County, Virginia
CenterPointe Associates



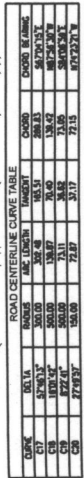
CenterPointe

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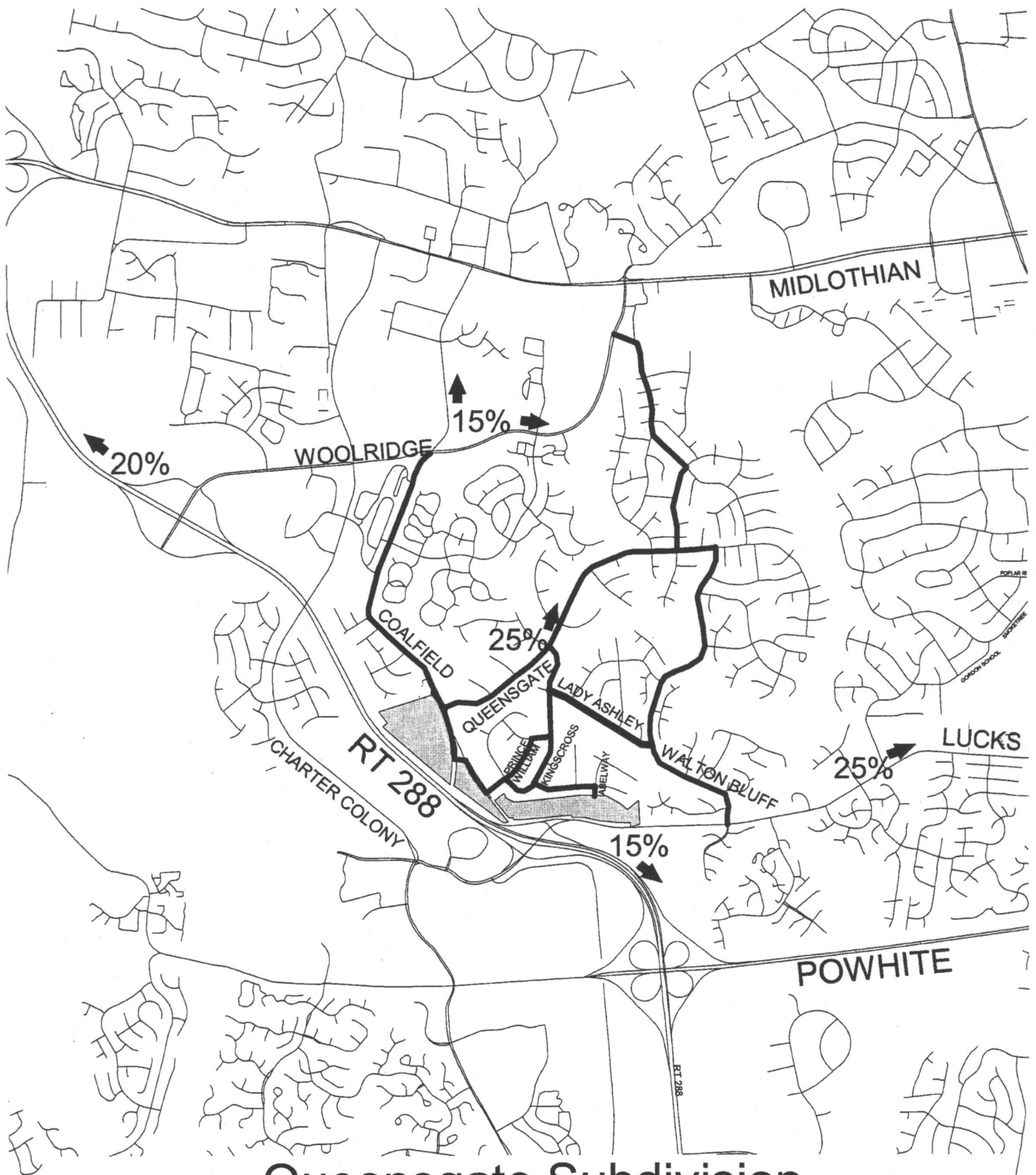
14. WETLANDS WERE FIELD LOCATED BY DAVE RANNEY WITH
— WILSON'S ORNITHOLOGY GROUP

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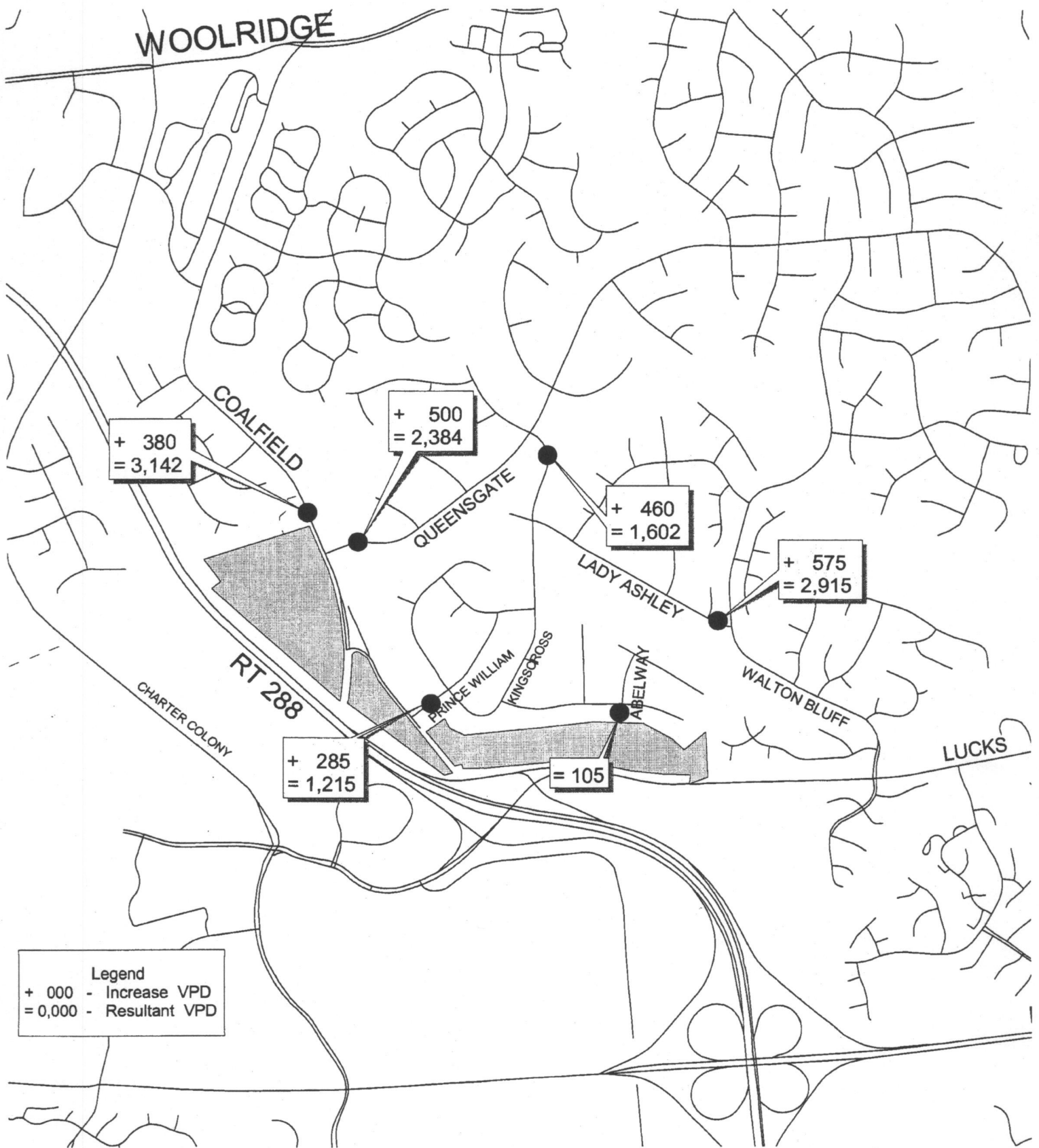


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Queensgate Subdivision Regional Traffic Distribution on Area Roads

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Queensgate Subdivision Projected Traffic Volumes on Area Roads